# II. Project Description

# II. Project Description

## 1. Introduction

The TVC 2050 Project (Project) would establish the TVC 2050 Specific Plan (Specific Plan) to allow for the continuation of an existing studio use and the modernization and expansion of media production facilities within the approximately 25-acre Television City studio located at 7716–7860 West Beverly Boulevard in Los Angeles, California (Project Site). The proposed Specific Plan would permit a total of up to a maximum of 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space.[1] More specifically, the Specific Plan would permit up to 1,626,180 square feet of new development, the retention of up to 247,820 square feet of existing uses, and the demolition of up to 495,860 square feet of existing media production facilities. The designated Historic-Cultural Monument (HCM) No. 1167 (CHC-2018-476-HCM) located on-site would be retained and rehabilitated as part of the Project. In addition, a Sign District would be established to permit studio-specific on-site signage. Construction would require an estimated 772,000 cubic yards of cut, potentially 50,000 cubic yards of imported fill and up to 772,000 cubic yards of export, with a maximum excavation depth of approximately 45 feet.[2]

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1 Per the proposed TVC 2050 Specific Plan, floor area is the area in square feet confined within the interior face of the exterior walls of a building, but not including the area of the following: exterior walls; stairways; shafts; light courts; bicycle parking (covered); rooms housing building-operating equipment or machinery; basement and ground floor (covered) storage areas; recycling or waste management equipment or machinery; parking areas with associated driveways and ramps; areas related to the Mobility Hub; outdoor eating areas (covered or uncovered); trellis and shade structures; covered canopies; existing marquees and walkways (covered); outdoor production areas; buildings wholly constructed to house mechanical, plumbing, electrical, or other co-generation and storm water equipment; production trailers; basecamp areas; temporary uses; and sets/façades. The proposed approximately 1.874 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC definition and approximately 2.103 million gross square feet.

2 All earthwork volumes include estimates for both rough grading and over-excavation.

# 2. Environmental Setting

## a. Project Location

Television City is an approximately 25-acre site located at the southeast corner of the intersection of Beverly Boulevard and Fairfax Avenue in the Beverly-Fairfax district of the City of Los Angeles (City). More specifically, the Project Site is comprised of four contiguous parcels located at 7800 and 7860 West Beverly Boulevard (APN 5512-001-003); 7716 and 7720 West Beverly Boulevard (APN 5512-002-002); 7718 West Beverly Boulevard (APN 5512-002-001 in Los Angeles County); and lastly, an adjacent parcel without a physical address (APN 5512-002-009). As depicted in Figure II-1 on page II-3, the Project Site is bounded by Beverly Boulevard to the north; The Grove Drive to the east; a private drive to the south (the eastern portion of which is referred to herein as the Southern Shared Access Drive, which is accessed from The Grove Drive) which separates the Project Site from the adjacent commercial properties to the south;[3] and Fairfax Avenue to the west. The Project Site is located in the Wilshire Community Plan (Community Plan) area of the City. An approximately 0.63-acre portion of the Project Site (APN 5512-002-001) is located outside the City boundary in unincorporated Los Angeles County (County) and is proposed for annexation to the City.

## b. Surrounding Land Uses

The Project Site is located in an urbanized area that is developed with a variety of land uses. In general, the major arterials in the Project vicinity, including Beverly Boulevard, 3rd Street, and Fairfax Avenue, are lined with commercial, institutional, and multi-family residential uses, with mixed residential neighborhoods interspersed between the major arterials. As shown in Figure II-2 on page II-4, immediately east of the Project Site is a six-story apartment complex, Broadcast Center Apartments, which includes a ground floor grocery store and café. To the east, across The Grove Drive, is a U.S. Post Office and Pan Pacific Park, which includes a variety of active and passive recreational uses, an outdoor amphitheater, and the Holocaust Museum LA. To the south are regional-scale commercial uses, including The Grove, an outdoor shopping and entertainment center that includes groupings of one- to three-story retail shops, a movie theater, restaurants, and a seven-level (plus rooftop) parking garage; The Original Farmers Market, with one- and two-story restaurants and other food-related businesses, including a four-story mixed-use office and retail building; as well as the approximately four-story Farmers Market Storage Facility (which

[3] The Southern Shared Access Drive is a privately owned right-of-way that is partially located on the Project Site and partially located off-site on the adjacent properties to the south. While not a component of the Project, the Southern Shared Access Drive provides shared access to the Project Site and the adjacent properties to the south from The Grove Drive. Refer to Figure II-4 on page II-17 for an illustration.


**Figure II-1**
Project Location Map

Source: Eyestone Environmental, 2021


**Figure II-2**
Aerial Photograph of the Project Vicinity

Source: Google Earth Pro, 2021; Eyestone Environmental, 2021

is roughly the same height as the adjacent seven-level garage), the Gilmore Adobe, and surface parking. Further to the south across 3rd Street are a neighborhood shopping center with surface parking, four- and five-story residential buildings, as well as Hancock Park Elementary School and several 13-story apartment buildings at Park La Brea. Along Fairfax Avenue to the immediate west are low-rise community-serving commercial uses, including a gas station, bank, dry cleaner, and several restaurants and retail stores, interspersed with small surface parking lots, and low- to mid-rise apartments further to the west, as well as Fairfax High School along Fairfax Avenue to the north. Similar development of up to three stories is located to the north along Beverly Boulevard, including retail shops, restaurants, a bank, gas station, religious temple, several small hotels, personal fitness facilities, Ohel Chana High School, and Morasha Hebrew Academy, with low-rise apartments further to the north. Many of the streets in the Project vicinity are lined with trees, with Beverly Boulevard and Fairfax Avenue also exhibiting substantial commercial signage, including, but not limited to, large billboard signage.

### c. Freeways and Transit

Local access to the Project Site is provided primarily from Beverly Boulevard and Fairfax Avenue within a grid network of local roadways, while regional access is provided via the Santa Monica Freeway (I-10) located approximately three miles south of the Project Site, the San Diego Freeway (I-405) located approximately five miles southwest of the Project Site, and the U.S. Route 101 (US-101) freeway located approximately three miles northeast of the Project Site. A number of bus lines provide transit service throughout the Project area, with bus stops located adjacent to the Project Site on both Beverly Boulevard and Fairfax Avenue as well as within a 0.25-mile radius. These bus lines include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 14, 16, 17, 217, 218, 316, and 780; and Los Angeles Department of Transportation (LADOT) DASH Line FX. In addition, Metro transit facilities planned in the area include the Metro D (Purple) Line extension. The first section of the Metro D (Purple) Line extension, which includes a new Wilshire/Fairfax Station, is currently under construction and scheduled to open in 2024. The new Wilshire/Fairfax Station will be located 0.8 mile south of the Project Site, with a station portal on the southeast corner of Wilshire Boulevard and Orange Grove Avenue.

## 3. Background and Existing Conditions

### a. Project Site Background and Existing Conditions

The Project Site is currently developed with approximately 743,680 square feet of studio-related uses, including approximately 95,540 square feet of sound stage uses; 325,450 square feet of production support uses, such as storage and mills; 163,090 square feet of production office space; and 159,600 square feet of general office space. As shown in the aerial photograph provided in Figure II-3 on page II-6, the existing development is

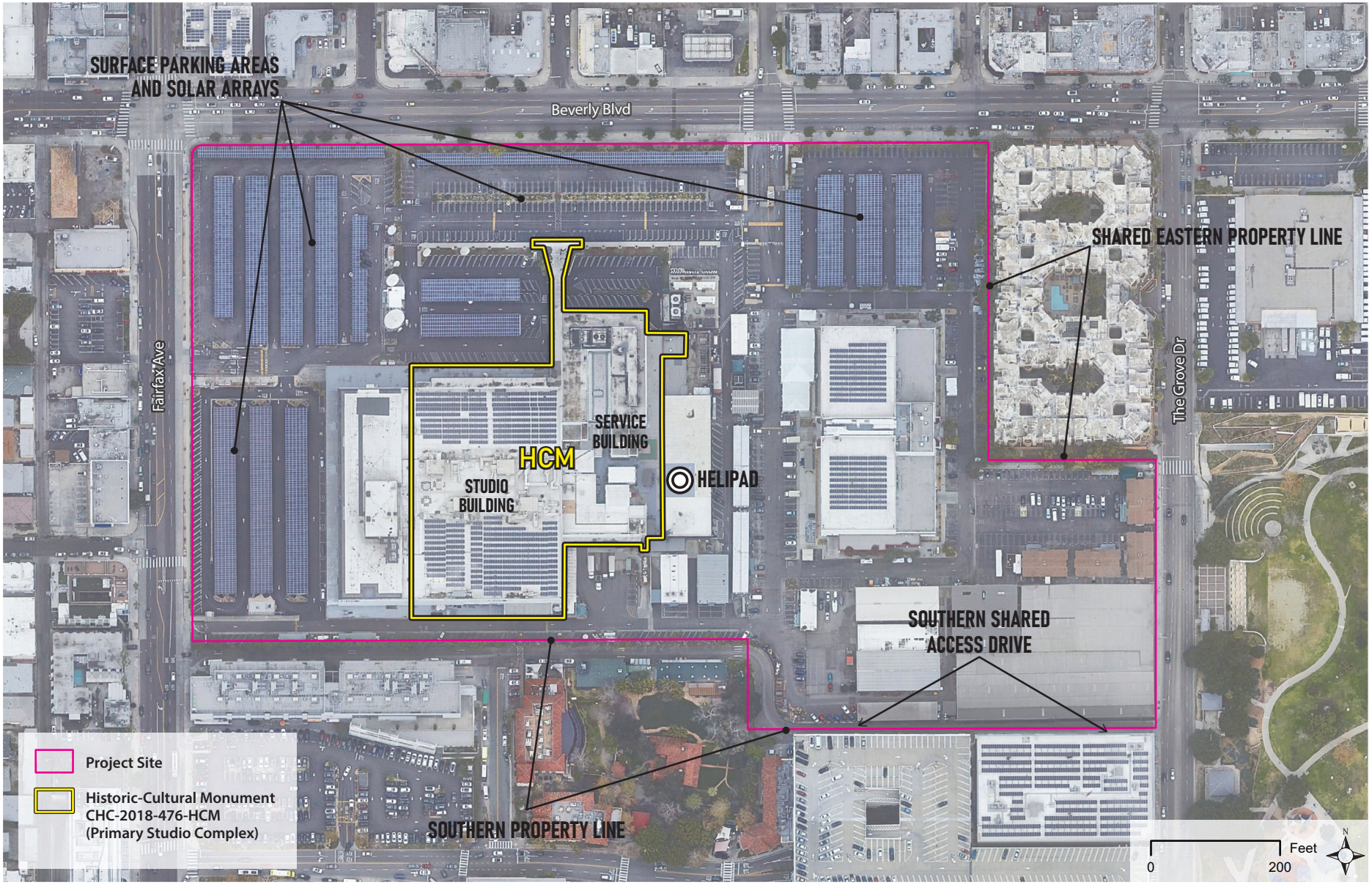


**Figure II-3**
Key Existing Site Features

Source: Google Earth Pro, 2021; Eyestone Environmental, 2021.

comprised of four main buildings, described further below. The Project Site also contains approximately 30 one-story ancillary buildings and structures, primarily located in the southeastern corner, including storage buildings, modular/portable bungalows and trailers, shelters and pads for utilities and transmission equipment, carports with solar panels, guard houses, and a helipad.

Television City supports a variety of production activities focused on the creation, development, recording, broadcasting, and editing of recorded and live television programming and other audio, visual, and digital media including, but not limited to, e-sports, backlot shooting, and other forms of content creation. Such activities occur both indoors and outdoors within the Project Site and include basecamp areas where mobile facilities such as trucks, generators, and support vehicles related to production are temporarily staged. As is typical of studio environments, the land uses are centered around production operations, including associated parking, loading, storage, and related basecamp activities. Basecamps are defined areas at, near, or within a filming location where critical production activities can be coordinated. These areas provide for active uses (including, but not limited to, loading, wardrobe, hair, make-up, craft service, etc.) and passive uses (including, but not limited to, parking, storage of mobile facilities, power generators, support vehicles, etc.) all related to production activities. Within the Project Site, basecamp activities typically occur within existing surface parking areas and other open space areas.

Television City was originally developed in 1952 in accordance with a master plan designed by the local architectural team of William Pereira and Charles Luckman (Pereira & Luckman). The master plan was conceived to function as a plan for a major studio headquarters located within a flexible studio environment and was designed to be adaptable and expandable over time to meet the changing needs of the entertainment industry. The original Primary Studio Complex, located generally in the center of the Project Site, includes two attached buildings designed in the International style—the Service Building on the east and the Studio Building on the west—which together are designated as HCM No. 1167 (CHC-2018-476-HCM).[4,5] The main entrance to the Primary Studio Complex includes a distinctive bridge over an area of lower grade, covered by a canopy featuring the "Television City" sign at the bridge entrance facing north. The Primary Studio Complex was constructed as the first phase of the Pereira & Luckman master plan, which called for the eventual development of 2.5 million square feet with multi-story office towers up to 12 stories in height fronting Beverly Boulevard and Fairfax Avenue, a long retail block along Beverly Boulevard, and 24 stages. This full expansion under the Pereira & Luckman master plan was never

[4] The Primary Studio Complex was formally designated as HCM No. 1167 by the City Council on June 26, 2018.

[5] Please refer to Section IV.B, Cultural Resources, of this Draft EIR for a detailed discussion of the Primary Studio Complex.

realized, and the original four sound stages within the Primary Studio Complex have undergone additions, exterior alterations, and ongoing reconfiguration of interior spaces, reflecting the original design intent for flexibility as production demands evolved over time.

Following the development of the Primary Studio Complex in 1952, substantial expansions of on-site development occurred in and around 1969 and 1976 to allow for more stage, production support, and production office space. The Service Building was extended to the east with additions in 1969, and the Support Building was added to the west elevation of the Studio Building in 1976. Other alterations to the Primary Studio Complex over subsequent decades have involved several additions to the roofs and ongoing changes in the use of interior spaces, such as the construction of additional production office space, conversion of the original rehearsal halls into stage space, a remodel of the primary entry lobby, addition of a commissary, and other conversions of interior and exterior spaces to meet production needs such as basecamp and audience experience uses.

Beyond the Primary Studio Complex, numerous ad hoc additions and modifications have been made to the Project Site to accommodate the evolving needs of studio operations and the increasing demand for production space. A myriad of production office and support buildings, basecamp trailers, and bungalows were constructed to meet day-to-day production needs and create a modernized studio campus. In 1993, the three-story, detached East Studio Building was completed, which contained stage, production support, and production office uses. In addition, the original lawn and lower landscaped terrace along Beverly Boulevard were removed and replaced to accommodate parking, basecamp, and circulation needs. Further, the Project Site today includes photovoltaic canopies within the surface parking lots along Beverly Boulevard and Fairfax Avenue and perimeter security fencing with visual screening to meet safety and privacy needs.

Existing studio parking is provided in surface lots that are located primarily along the perimeter of the Project Site. The current parking supply is approximately 1,510 spaces. Access to the Project Site is provided at multiple points around the perimeter, including the following: (1) three driveways and one pedestrian gate along Beverly Boulevard;[6] (2) two driveways and one pedestrian gate along Fairfax Avenue; (3) a pedestrian gate along The Grove Drive; and (4) one pedestrian gate along the southern boundary of the Project Site. All vehicular and pedestrian entrances and exits include internal controlled access, and a series of drive aisles and sidewalks provide access throughout the Project Site.

The Project Site perimeter is enclosed with chain link, wrought iron, and/or combination block wall/chain link fencing, much of which is lined with trees, shrubs,

[6] Two of the Beverly Boulevard driveways are existing curb cuts that are not currently used for access.

bougainvillea and climbing vines, and segments of which include green screening. Additional landscaping within the Project Site interior includes limited trees, succulents and shrubs, and some of the parking areas include landscaped infiltration basins. Street trees are also located along Beverly Boulevard and Fairfax Avenue. Public views of the Project Site and the Primary Studio Complex are limited due to the perimeter security fencing and landscaping, and the existing carports with solar panels that cover the surface parking areas along the western and much of the northern portions of the Project Site, which obscure views from Fairfax Avenue and Beverly Boulevard, respectively. Additionally, while the public sidewalks around the Project Site perimeter range from nine to 15 feet wide, the areas accessible to pedestrians are as narrow as three to four feet along portions of The Grove Drive and Fairfax Avenue. Further, the sidewalk widths along The Grove Drive and Fairfax Avenue do not meet current City standards.

In terms of topography, the Project Site slopes gently down from northeast to southwest. The existing Project Site elevations range from approximately 185 to 201 feet above mean sea level (AMSL). The Primary Studio Complex, where the main production facilities are located, is at an elevation of 201 feet AMSL, which is referred to herein as Project Grade.[7]

## b. Land Use and Zoning

The Project Site is located in the City's Wilshire Community Plan area and includes General Plan land use designations of Community Commercial, Neighborhood Commercial, and Limited Commercial, as detailed in Table II-1 on page II-10. The land use designation for the approximately 0.63-acre unincorporated County parcel is Major Commercial per the Los Angeles County 2035 General Plan. APNs 5512-001-003 and 5512-002-002 are zoned C2-1-O (Commercial, Height District 1, Oil Drilling Overlay), while APN 5512-002-009 is zoned C2-1-O and C1.5-2D-O (Limited Commercial, Height District 2 subject to a Development Limitation, Oil Drilling Overlay). The unincorporated County parcel, APN 5512-002-001, is zoned C-MJ (Major Commercial). The Project Site is also located in a City-designated Transit Priority Area (TPA) as well as a Tier 3 Transit-Oriented Community (TOC), although no residential uses are proposed as part of the Project. As discussed above, the Project Site includes a designated HCM and is therefore subject to historic preservation review.

[7] Project Grade is established at an elevation of 201 feet AMSL, which represents the base level of production activity and a substantial portion of the existing topographic elevation of the Project Site.

**Table II-1**
**Land Use and Zoning Summary**

| Parcel | Land Use Designation per Community Plan | Zoning Designation |
|---|---|---|
| APN 5512-001-003 | Community Commercial | C2-1-O |
| APN 5512-002-002 | Neighborhood Commercial | C2-1-O |
| APN 5512-002-009 | Limited Commercial | C2-1-O and C1.5-2D-O |
| APN 5512-002-001[a] | Major Commercial | C-MJ |

*C2-1-O: Commercial, Height District 1, Oil Drilling Overlay*

*C1.5-2D-O: Limited Commercial, Height District 2 subject to a Development Limitation, Oil Drilling Overlay*

*C-MJ: Major Commercial*

[a] *Located in unincorporated Los Angeles County and proposed for annexation to the City. Land use designation is per the Los Angeles County 2035 General Plan, and zoning designation is per Title 22 (Planning and Zoning) of the Los Angeles County Code.*

*Source: Burns & Bouchard, Inc.; City of Los Angeles Zone Information and Map Access System (ZIMAS), 2021.*

# 4. Project Objectives

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) states that a project description shall contain "a statement of the objectives sought by the proposed project." CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The purpose of the TVC 2050 Project is to maintain Television City as a studio use and to modernize and enhance production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry, keep production activities and jobs in Los Angeles, upgrade utility and technology infrastructure, and create a cohesive studio lot. As required by the CEQA Guidelines, the Project's specific objectives are defined as follows:

- Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site's land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that can respond to evolving market demands, support content creation, and maximize studio production capabilities.

- Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation and restore the currently obstructed public views of the HCM consistent with the HCM designation, while building upon Pereira & Luckman's master plan for a flexible and expandable studio campus.

- Promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs and keeping production jobs in Los Angeles.

- Contribute to Los Angeles' status as a global creative capital and provide maximum opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution, in conformance with the goals and objectives of applicable local and regional plans and policies.

- Optimize the currently underutilized Project Site to address past ad hoc building additions and meet the existing unmet and anticipated future demands of the entertainment industry by providing new technologically advanced sound stages combined with an adequate and complementary mix of state-of-the-art production support facilities and production offices.

- Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.

- Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.

- Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.

- Provide multi-modal transportation solutions, including a Project Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to bus and rail transit.

- Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.

- Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.

- Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic

viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.

# 5. Description of the Project

## a. Project Overview

The Project would involve the continuation of an existing studio use and the modernization and expansion of Television City to meet the contemporary needs and changing demands of the entertainment industry, while rehabilitating and preserving the integrity of the HCM. Since a comprehensive set of standards to guide Television City's development and growth does not currently exist, the Project Applicant proposes a Specific Plan, which would establish a clear and cohesive development framework for the entire Project Site, serving to integrate the proposed mix of permitted land uses and set standards for Project Site planning, massing, and building design. As detailed further below, the Specific Plan would allow for the construction of up to 1,626,180 square feet of new sound stages, production support, production office, general office, and retail uses. Buildout under the Specific Plan could take place in one phase over a 32-month period or could occur in phases over multiple years. Accordingly, the Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2043.

Under the Specific Plan, portions of the Project Site would be redeveloped with new studio-related uses, circulation improvements, parking facilities, landscaping, and open space. The Specific Plan would establish development guidelines and standards to regulate basic planning, design, and development concepts for future development within Television City. These development guidelines and standards would provide a measure against which specific future development proposals could be evaluated. As such, the proposed Specific Plan would create a regulatory framework that accounts for the special needs of the Project Site and provides the Applicant with flexibility to address potential future changes in technology and space requirements inherent to the rapid pace of entertainment technology's advancement. The primary development regulations set forth in the Specific Plan would address land use, design, historic preservation, childcare, alcohol sales, and parking, as well as associated implementation procedures. In addition, a Sign District would be established to permit Project related on-site signs.

At full buildout, the Specific Plan would permit a total of up to a maximum of 1,874,000 square feet of floor area within the Project Site, as detailed in Table II-2 on page II-13, for a sitewide floor area ratio (FAR) of 1.75:1. As also shown in Table II-2, the Specific Plan would allow for the construction of up to 1,626,180 square feet of new sound stage, production support, production office, general office, and retail uses; the demolition of up to 495,860 square feet of existing uses; and the retention of up to 247,820 square feet

**Table II-2**
**Proposed Development Program**[a]

| Use | Existing (sf) | Demolition (sf) | Existing to Remain (sf) | Proposed New Construction (sf)[b] | Total Permitted (sf) | Net Change (sf) |
|---|---|---|---|---|---|---|
| Sound Stages | 95,540 | 41,360 | 54,180 | 295,820 | 350,000 | +254,460 |
| Production Support | 325,450 | 302,340 | 23,110 | 80,890 | 104,000 | -221,450 |
| Production Office | 163,090 | 98,490 | 64,600[c] | 635,400 | 700,000 | +536,910 |
| General Office | 159,600 | 53,670 | 105,930[d] | 594,070 | 700,000 | +540,400 |
| Retail[e] | 0 | 0 | 0 | 20,000 | 20,000 | +20,000 |
| **Total** | **743,680** | **495,860** | **247,820** | **1,626,180** | **1,874,000** | **1,130,320** |

*sf = square feet*

[a] *Per the proposed TVC 2050 Specific Plan, floor area is the area in square feet confined within the interior face of the exterior walls of a building, but not including the area of the following: exterior walls; stairways; shafts; light courts; bicycle parking (covered); rooms housing building-operating equipment or machinery; basement and ground floor (covered) storage areas; recycling or waste management equipment or machinery; parking areas with associated driveways and ramps; areas related to the Mobility Hub; outdoor eating areas (covered or uncovered); trellis and shade structures; covered canopies; existing marquees and walkways (covered); outdoor production areas; buildings wholly constructed to house mechanical, plumbing, electrical, or other co-generation and storm water equipment; production trailers; basecamp areas; temporary uses; and sets/façades. The proposed approximately 1.874 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC definition and approximately 2.103 million gross square feet.*

[b] *The proposed new construction floor area amounts listed in this table represent one possible development scenario that could be developed in conformance with the proposed Specific Plan. Actual development would be governed by the requirements of the proposed Specific Plan.*

[c] *An estimated 6,608 square feet of existing production office space would not be demolished but may be converted to basecamp/parking uses.*

[d] *An estimated 38,068 square feet of existing general office space would not be demolished but may be converted to basecamp/parking uses.*

[e] *Assumed to include up to 5,000 square feet of ancillary restaurant/commissary uses.*

*Source: Television City Studios, LLC, 2021.*

of existing uses. The specific mix of uses ultimately constructed will depend upon market demands, and the Specific Plan would allow flexibility in locating the various uses within the Project Site. The Specific Plan would also allow for the exchange of certain permitted land uses through a land use exchange procedure, described in Section 5.b.(1) below. A conceptual site plan is provided in Figure II-4 on page II-14 and illustrates one possible development scenario that could be developed in conformance with the proposed Specific Plan. Actual development would be governed by the requirements of the proposed Specific Plan and not the conceptual site plan, which is intended to provide an illustrative depiction of future Project Site development. The Specific Plan is intended to allow Television City to

Existing Project Site

**Figure II-4**
Conceptual Site Plan

Source: RIOS, 2022

adapt and evolve over time in a manner that honors and realizes the legacy of the original Pereira & Luckman master plan, rehabilitates and preserves the integrity of the HCM, and achieves the Project objectives.

With regards to Project construction, earthwork activities would require an estimated 772,000 cubic yards of cut, potentially 50,000 cubic yards of imported fill, and up to 772,000 cubic yards of export, with a maximum excavation depth of approximately 45 feet. The Project construction schedule and other related details are discussed further below.

## b. Land Use Plan and Permitted Floor Area

The conceptual site plan provided in Figure II-4 on page II-14 illustrates a buildout scenario in accordance with the proposed development program detailed in Table II-2 on page II-13. A maximum permitted floor area is established for each of the individual land use categories, as set forth in Table II-2, but may be adjusted in a limited manner pursuant to the land use exchange provisions detailed in the Specific Plan, and the ultimate combination of such uses may vary provided that the total permitted floor area on-site does not exceed 1,874,000 square feet and the sitewide FAR does not exceed 1.75:1. As described in Section 5.b.(1) below, the adjustments to each land use category's maximum permitted floor area would be limited by the Specific Plan.

Existing uses and facilities may be continued, maintained, remodeled, or renovated, whether conforming or legally nonconforming with the provisions of the LAMC and/or the Specific Plan. Existing uses include, among other things, a helipad that has been in operation since 1951. The original Conditional Use Permit (CUP) (ZA No. 11412), approved on October 17, 1950, authorized the existing helipad and recognized it as a necessary accessory use to a successful studio. The existing helipad use will be retained in approximately the same location on the Project Site, but at a higher elevation, as a part of the Project.

With respect to permitted land uses, a number of production-related uses and associated accessory or ancillary uses would be allowed, as defined in the Specific Plan. These include such uses as motion picture, television, and broadcast studios and related incidental uses, including, but not limited to: production activities; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, eSports, and media production; recording and broadcasting; sound labs; film editing; film video and audio processing; sets and props production; computer design; computer graphics; animation; and ancillary facilities related to those activities. The following types of related uses and facilities would also be permitted, as detailed in the Specific Plan: basecamps, communication facilities, conference facilities, modular offices and trailers, studio support facilities, parking, various ancillary commercial and retail uses to serve the on-site employees and visitors, catering facilities, special events, audience and entertainment shows, museum exhibits and theaters, childcare

and educational facilities, fitness facilities, emergency medical facilities to serve the on-site employees and visitors, fueling stations and vehicle repair related to on-site uses and activities, infrastructure, maintenance and storage facilities, mills/manufacturing, sleeping quarters for certain on-site personnel, recreational facilities, restaurants and special event areas including the sale of alcoholic beverages, security facilities, signs, storage and warehouses, helipad, and all other uses permitted in the C2 zone unless expressly prohibited in the Specific Plan.

(1) Land Use Exchange

The Specific Plan would provide development flexibility by allowing for exchanges between certain categories of permitted land uses and associated floor areas in order to respond to the future needs and demands of the entertainment industry. Specifically, floor area from any permitted land use category may be exchanged for additional sound stage and production support uses as long as the limitations set forth in the Specific Plan are met. In addition, the total permitted floor area on-site must not exceed 1,874,000 square feet. The permitted adjustments would be limited by the Specific Plan as follows:

- The permitted sound stage floor area may be increased from 350,000 square feet up to a total of 450,000 square feet in exchange for decreases in other uses.
- The permitted production support floor area may be increased from 104,000 square feet in exchange for decreases in other uses.
- The total permitted floor area for production office uses must not exceed 700,000 square feet.
- The total permitted floor area for general office uses must not exceed 700,000 square feet.
- The total permitted floor area for retail uses must not exceed 20,000 square feet.
- The total Project floor area must not exceed 1,874,000 square feet or a sitewide FAR of 1.75:1.

Specific proposals for development that involve a land use exchange would require a review by the Director of the Department of City Planning. This process would entail a determination of whether the development proposal complies with the Specific Plan regulations and mitigation measures set forth in the Mitigation Monitoring Program for the Project and whether the environmental impacts resulting from the proposed development would be within the envelope of impacts identified in this Draft EIR. Throughout this Draft EIR, where appropriate, the analyses address the potential impacts resulting from a hypothetical development mix under the proposed land use exchange program that would

generate the maximum impact for that environmental issue (e.g., a maximum water demand scenario or maximum air emissions scenario). Accordingly, the maximum possible impacts of the Project are evaluated herein and represent the measure against which future land use exchange proposals may be considered.

## c. Design and Architecture

The Project's overall design strategy focuses on honoring the legacy of the original Pereira & Luckman master plan for Television City, rehabilitating and preserving the integrity of the HCM, creating a world-class studio facility, and enhancing the public realm. To that end, the Specific Plan sets forth design standards and specific requirements regarding building heights, frontage areas, building stepbacks, and other design elements, as described below.

The design intent of the Specific Plan is to functionally and appropriately integrate Project development with the existing HCM. Despite their limited size and flexibility, the four existing sound stages within the Studio Building are intended to remain active production spaces and would be renovated and modernized to the extent feasible, subject to industry market demand. New development on the Project Site would embrace the mid-century modern legacy established by Pereira & Luckman and be compatible with the architectural elements of the HCM. Specifically, new development adjacent to the HCM would be subject to design requirements set forth in the Specific Plan in order to preserve the historic integrity of the HCM. Overall, the Specific Plan regulations would provide for the implementation of a cohesive, pedestrian-friendly, sustainable, and fully functional studio that will be utilized well into the future.

### (1) Height Zones

As part of the Specific Plan, height zones with specified height limits would be established to regulate building heights throughout the Project Site.[8] As shown in Figure II-5 on page II-18 and described below, much of the Project Site would be subject to a base height limit of 88 feet as measured from Project Grade (i.e., 201 feet AMSL, as previously discussed and shown in Figure II-5), consistent with the height of the existing HCM on-site. This base height limit would be augmented with maximum height limits in limited portions of certain height zones, as also shown in Figure II-5.[9] Each of the height zones is decribed below and summarized in Table II-3 on page II-19.

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[8] Height is measured from Project Grade (i.e., 201 feet AMSL).

[9] Maximum height limits are defined as additional building height permitted above the 88-foot base height limit, subject to height zone area restrictions.

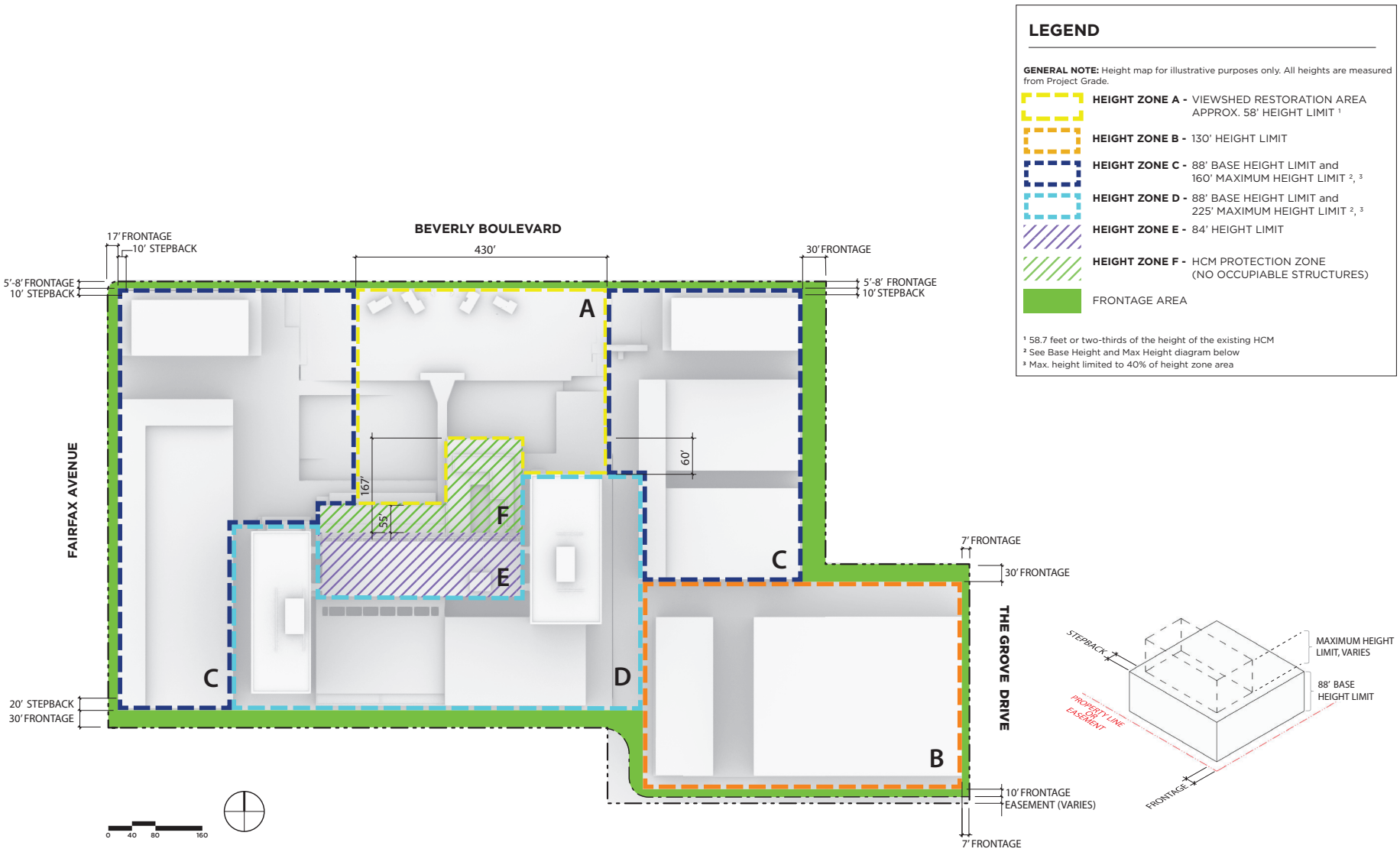



**Figure II-5**
Height Zone Map

Source: RIOS, 2022

**Table II-3**
**Height Zone Summary**

| Height Zone | Height Limit | Additional Limitations |
|---|---|---|
| A—Viewshed Restoration Area | 58 feet | — |
| B | 130 feet | — |
| C | Base Height: 88 feet<br>Max Height: 160 feet | Max height limited to 40 percent of zone area |
| D | Base Height: 88 feet<br>Max Height: 225 feet | Max height limited to 40 percent of zone area |
| E | 84 feet | Rooftop zone: permits heights up to 36 feet above existing Studio Building parapet |
| F—HCM Protection Zone | None | Rooftop zone: prohibits occupiable structures |

*Source: Rios, 2022.*

- **Height Zone A—58-Foot Height Limit (Viewshed Restoration Area):** Height Zone A extends 430 feet along Beverly Boulevard from 7811 Beverly Boulevard on the west to Genesee Avenue on the east and extending southward toward the Primary Studio Complex. Height Zone A is not subject to a base height limit of 88 feet but rather would limit building height across the entire zone to approximately 58 feet or two-thirds of the 88-foot height of the existing HCM, consistent with the HCM designation.

- **Height Zone B—130-Foot Height Limit:** Located within the southeast portion of the Project Site, Height Zone B is not subject to a base height limit of 88 feet but rather is subject to a height limit of 130 feet within the entirety of the Height Zone B area.

- **Height Zone C—160-Foot Maximum Height Limit:** Located along the western side and in the northeast sections of the Project Site, Height Zone C is subject to a base height limit of 88 feet and allows a maximum height of 160 feet within up to 40 percent of the Height Zone C area.

- **Height Zone D—225-Foot Maximum Height Limit:** Located within the central and southern portion of the Project Site, Height Zone D is subject to a base height limit of 88 feet and allows a maximum height of 225 feet within up to 40 percent of the Height Zone D area.

- **Height Zone E—84-Foot Height Limit:** Height Zone E is a rooftop zone that extends a length of approximately 350 feet along the north façades of the Primary Studio Complex at a beginning point 55 feet south of the north façade of the Studio Building. Height Zone E is not subject to the base height limit of 88 feet but rather

limits any rooftop addition to a height limit of 84 feet. Accordingly, new construction in Height Zone E would be limited to a height of 36 feet above the existing parapet of the Studio Building within the entirety of the Height Zone E area.

- **Height Zone F—HCM Protection Zone:** Height Zone F is a rooftop zone that extends a length of approximately 350 feet along the north façades of the Primary Studio Complex and approximately 167 feet south from the north façade of the Service Building and approximately 55 feet south from the north façade of the Studio Building. Height Zone F is not subject to the base height limit of 88 feet but prohibits the construction of any new occupiable building. Non-occupiable structures and elements, such as circulation elements, sidewalks, landscaping, security kiosks, fences, walls, projections, stairs, balconies, and appurtenances, would be permitted with no height limit. Existing rooftop appurtenances in Height Zone F may be maintained and modernized as long as screening is provided in compliance with the Specific Plan.

The height zones do not represent the actual development footprint of Project buildings. Rather, as discussed above and reflected in the conceptual site plan provided in Figure II-4 on page II-14, new buildings would occupy only a portion of the development envelope permitted in each height zone. The height zones and associated frontage areas and building stepbacks (discussed below) would guide future development in a manner that concentrates building mass and height toward the center of the Project Site. Height Zones C and D would require an additional building stepback along the Project Site perimeter for building heights above the 88-foot base height limit.

For any new construction immediately east of the Service Building that exceeds the height of the Service Building, new construction would be set back southerly from the north façade of the Service Building by a minimum of approximately 60 feet. For any new construction immediately west of the Studio Building in Height Zone D that exceeds the height of the Service Building, new construction would be set back southerly from the north façade of the Service Building by a minimum of approximately 150 feet.

(2) Frontage Areas and Building Stepbacks

New development within the Project Site would be subject to frontage area and building stepback requirements, as set forth in the Specific Plan and shown in Figure II-5 on page II-18. Frontage areas would function as buffers and transitional space around the Project Site perimeter. Within these areas, features such as sidewalks, landscaping, security kiosks, fences, walls, projections, stairs, balconies, and parking would be permitted. Building stepbacks are an architectural tool used to reduce building massing and vary building forms by pulling the façade of upper stories back from the building edge at a predetermined elevation above Project Grade. Building stepbacks would apply to those portions of buildings

in Height Zones C and D that are greater than 88 feet in height above Project Grade and located adjacent to the public right-of-way or the southern property line, as described below.

- **Fairfax Avenue:** A 17-foot-wide frontage area (including a portion of the sidewalk) would be provided along the entire Project Site edge along Fairfax Avenue (total length of 755 feet excluding driveways and pedestrian entrances). An additional 10-foot building stepback would be provided for any building fronting Fairfax Avenue that exceeds the 88-foot base height limit within Height Zone C. As detailed in Section IV.H, Land Use and Planning, of this Draft EIR, public realm improvements along this frontage would include a new sidewalk, street trees, landscaping, and perimeter fencing/walls.

- **Beverly Boulevard:** A varying five- to eight-foot-wide frontage area would be provided along the entire Project Site edge along Beverly Boulevard (total length of 1,219.5 feet excluding driveways and pedestrian entrances). An additional 10-foot building stepback would be provided for any building fronting Beverly Boulevard that exceeds 88 feet. As discussed in Section IV.H, Land Use and Planning, public realm improvements along this frontage would include landscaping and a gated pedestrian entrance to the Project Site providing views of the Primary Studio Complex.

- **Shared Eastern Property Line:** A 30-foot-wide frontage area would be provided along the Project Site edge adjacent to the Broadcast Center Apartments (total length of 735.5 feet along the Shared Eastern Property Line).

- **The Grove Drive:** A 7-foot-wide frontage area (including a portion of the sidewalk) would be provided along the Project Site edge along The Grove Drive (total length of 404.5 feet excluding driveways and pedestrian entrances). As discussed in Section IV.H, Land Use and Planning, public realm improvements along this frontage would include sidewalk improvements, landscaping, and additional street trees.

- **Southern Shared Access Drive/Southern Property Line:** The frontage area along the southern property line would vary from 10 feet wide on the eastern segment (adjacent to the Southern Shared Access Drive) to 30 feet wide along the central portion and western segments (for a total length of 1,471 feet excluding driveways and pedestrian entrances). An additional 20-foot building stepback would be provided for any building within Height Zones C or D that exceeds the 88-foot base height limit and is located adjacent to the southern property line. As discussed in Section IV.H, Land Use and Planning, public realm improvements along this frontage would include sidewalk improvements, landscaping, and additional street trees.

(3) Other Design Elements

The Specific Plan also would include design regulations that address the screening of rooftop equipment and outdoor storage areas, fencing, parking structures, and Project Site access points. In particular, rooftop equipment and outdoor storage areas that are visible from the public right-of-way must be screened with vegetated walls, fences, trellises, graphic treatments, other structures, or other approved measures. Fencing of up to 12 feet in height would be permitted on-site, and chain link fencing without inserts or secondary screening (such as fabric or panels) and barbed wire fencing would be prohibited. Fencing would be maintained in a clean and well-kept manner, including through the repair of broken walls and removal of graffiti, and improved with either low maintenance landscaping, hardscape, or a combination of both.

The Specific Plan would set forth design standards regarding above-grade parking structures, including the following: requirements for vehicular entrances and exits so as to minimize interference with pedestrian and vehicular traffic on adjacent streets; a continuous enclosing wall at each floor level except at an entrance or exit driveway opening; screening of public-facing façades of parking structures with façade articulations or elements, landscaping, including vegetated walls and vertical gardens, and the use of compatible building materials; and the shielding of lighting and screening with 3.5-foot tall parapet walls for rooftop parking areas.

## d. Historic Preservation

As previously discussed, the original Primary Studio Complex includes two attached buildings—the Service Building and the Studio Building—which together are designated as an HCM (CHC-2018-476-HCM). The Project would preserve the integrity of the existing HCM, and any new construction within the Project Site would be required to comply with the applicable provisions of the Specific Plan, including historic preservation regulations. The Project would preserve all of the existing historic character-defining features and restore those character-defining features which, in some cases, have been compromised in the past (prior to this Project), consistent with the HCM designation.[10] Additions and modifications to the Primary Studio Complex after 1963, including, but not limited to, the eastern portion of the Service Building added in 1969 and the attached Support Building added on the west side of the Studio Building in 1976, are not included as part of the HCM, as the period of significance for the HCM is 1952 to 1963.

[10] Please refer to Section IV.B, Cultural Resources, of this Draft EIR as well as the Historical Resources Technical Report included in Appendix C of this Draft EIR for further details and discussion of the HCM's character-defining features.

The Specific Plan would provide guidelines and parameters for new construction to ensure that the Project will preserve the integrity of the HCM and its historic character-defining features. More specifically, the Specific Plan would regulate the preservation, rehabilitation, alteration, and demolition of the Primary Studio Complex and the construction of new buildings adjacent to the Primary Studio Complex. The Project Applicant would prepare a Historic Structure Report (HSR) to further document the history of the Primary Studio Complex and guide its rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards). The Project would comply with Section 22.171.14 of the City's Cultural Heritage Ordinance with oversight by the City of Los Angeles Office of Historic Resources (OHR), thus ensuring compliance with the Rehabilitation Standards. Any modification to the character-defining features of the Primary Studio Complex would require written verification from a historic preservation professional that the modification complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties and that consultation with OHR has occurred. Lastly, all new construction located within the Viewshed Restoration Area (i.e., the area along Beverly Boulevard beginning at Genesee Avenue and extending approximately 430 linear feet west) would require review by the Director of City Planning.

## e. Open Space, Landscaping, and Public Realm

The Project has been designed to restore views of the HCM (which are currently obstructed by the existing fence along Beverly Boulevard and the Support Building, which was constructed in 1976), enhance the public realm, create more effective transitions between off-site and on-site uses and provide useful screening and buffering of sensitive uses. As shown in Figure II-6 on page II-24, landscaping and open space elements would be used to unify the various building types, programs, and activities on the Project Site through a cohesive plant palette. Planting zones and associated palettes would be established to define streetscape areas, gateways and major Project Site entrances, production areas, bungalows, and rooftop terraces. Plantings would include resilient, drought-tolerant native and adaptive tree, shrub, and groundcover species, including shade trees.[11]

Some of the Project buildings may incorporate rooftop terraces or decks that would serve as outdoor gathering spaces. Within Figure II-6, rooftop landscaping is shown in potential terrace locations, although such terraces could be located anywhere within the Project Site in accordance with Specific Plan requirements. Noise limits would be established for any outdoor amplified sound systems used for gatherings (non-production uses) on roof decks. The hours of operation for use of these outdoor gathering areas

[11] Adaptive species are those that become naturalized to their environment through evolutionary processes.

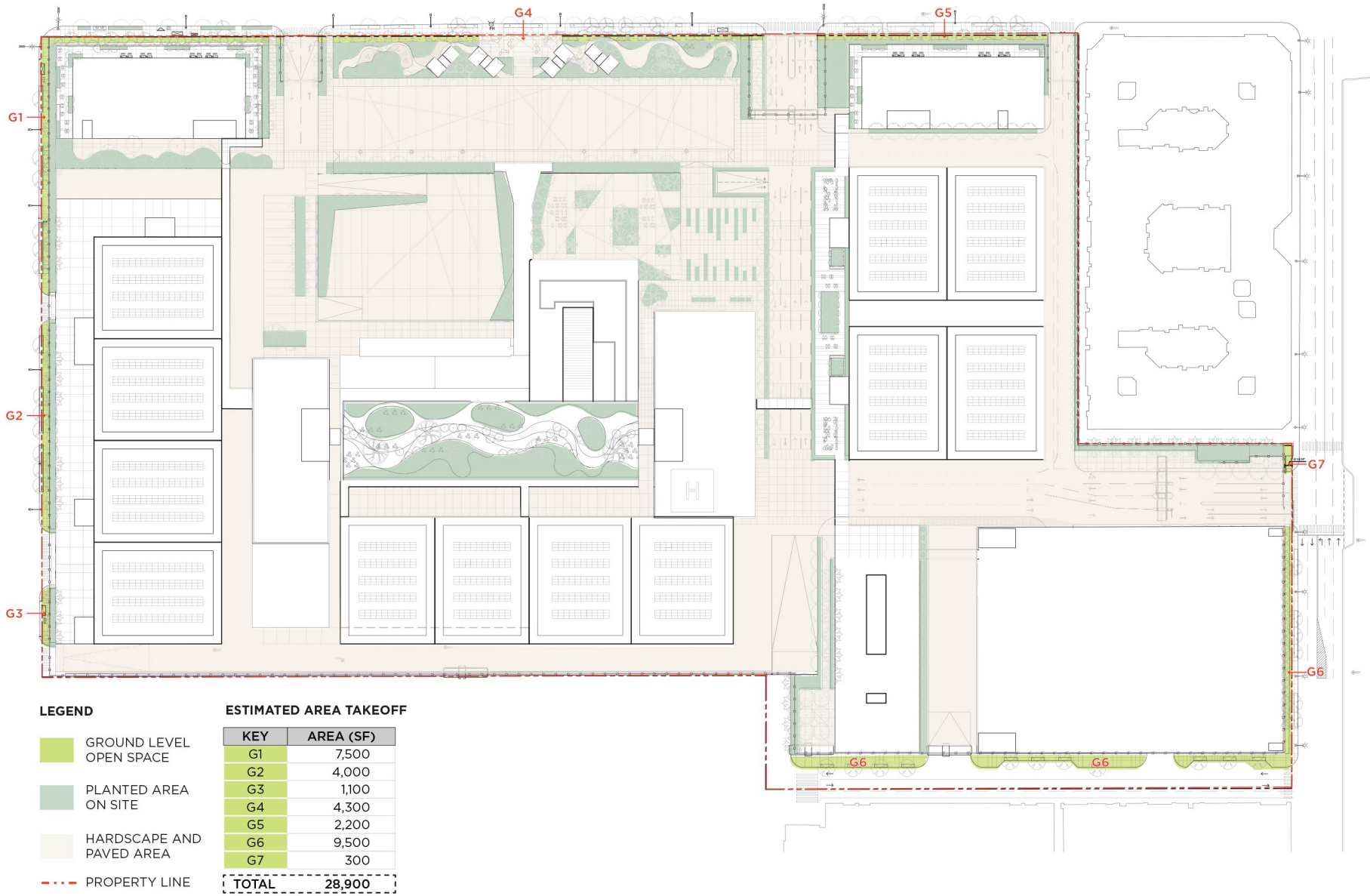



**Figure II-6**

Conceptual Open Space and Landscape Plan

Source: RIOS, 2022

generally would be from 7:00 A.M. to 12:00 A.M., consistent with the studio's typical hours of operation.

The Project would also enhance the public realm through streetscape improvements to the pedestrian experience, while continuing to provide for the unique security needs of a working production studio. As shown in Figure II-6 on page II-24, a minimum of approximately 28,900 square feet of open space would be located along the Project Site boundaries. These perimeter areas would include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street edges, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. Visual screening and fencing would be provided around the entire Project Site perimeter.

The Project's public realm improvements also would include new and, in some locations, widened sidewalks; parkways providing planting areas for street trees, shrubs, and groundcover; fencing, walls, and landscaped buffers; and berms and other visual screening to conceal parking areas. Adjacent to the Beverly Boulevard sidewalk, a landscaped buffer would be introduced to create an improved street identity and highlight the main studio entrance. A gate along Beverly Boulevard would mark the central pedestrian entrance to the Project Site and provide views of the Primary Studio Complex. Along The Grove Drive, the planting areas would include species to complement those at Pan Pacific Park and the Holocaust Museum LA and incorporate existing street tree and plant selections. Additionally, a planting area adjacent to The Grove Drive sidewalk would provide pedestrian-scale landscaping at the street level. Finally, along portions of the Southern Shared Access Drive, sidewalks, screening, and/or planting areas would be introduced. In addition, the frontage areas along the Project Site perimeter would provide a transition between the sidewalks and the buildings on-site. The proposed public realm improvements along each Project Site edge are described further in Section IV.H, Land Use and Planning, of this Draft EIR and illustrated in Figures IV.H-3 through IV.H-6 therein.

## f. Access, Circulation, and Parking

The Project would incorporate a multi-level circulation plan that provides flexible and efficient access and circulation to meet the demands of a large-scale production studio. Two primary production levels would provide access, staging, storage, and connectivity between active production and supporting uses. The main level (at Project Grade), or the production activity level, would provide direct and separate access for vehicles and pedestrians to the uses on-site via a unified ground plane encircling the production facilities. The lower level, or the production operations level, would provide large areas of flexible space to house production vehicles and store equipment, with direct access to the production activity level above via vehicle ramps, pedestrian stairs and elevators, and service elevators. To facilitate efficient, safe, and effective production circulation, both the production activity and the

production operations levels would provide space for basecamp, production staging, loading, and emergency vehicle access throughout the Project Site. These levels would be interconnected via a series of vehicular and pedestrian ramps, stairs, and elevators.

As shown in Figure II-7 on page II-27, vehicular access would be provided as follows:

- Three driveways along Beverly Boulevard, including one entry/exit driveway and two right-in/right-out driveways;
- Three driveways along Fairfax Avenue, including one entry/exit driveway and two right-in/right-out driveways;
- One entry/exit driveway on The Grove Drive; and
- Two right-in/left-out entry/exit driveways along the Southern Shared Access Drive, accessed from The Grove Drive.

Pedestrian access, shown in Figure II-8 on page II-28, would be provided along Beverly Boulevard, Fairfax Avenue, The Grove Drive, and the Southern Shared Access Drive. All access points would be controlled with gates and/or staffed guard houses. A gate marking the central pedestrian entrance to the studio would be located along Beverly Boulevard. In addition to the Mobility Hub, ride-share pick-up/drop-off zones could be located at Beverly Boulevard, Fairfax Avenue and/or at the Southern Shared Access Drive.

Internal circulation routes would be introduced throughout the Project Site to provide access to all buildings and parking areas from the numerous Project driveways. While some of the circulation routes are depicted in the conceptual site plan, some would be partially subterranean and/or internal to the new buildings, thus providing internal connectivity between production spaces and supporting uses. On-site parking for production vehicles would be provided adjacent to the proposed sound stages and in other large areas to accommodate basecamp activities.

Additionally, as depicted in Figure II-9 on page II-29, a Mobility Hub would be located on-site to support first/last mile connections; encourage employee and visitor use of public transit through the provision of a shuttle service as discussed below, carpooling, vanpooling, and biking/scootering to work; and to support other transportation demand management (TDM) strategies. First/last mile services would include personal transportation options such as motorized and non-motorized scooters, skateboards, and bicycles, both personally owned and as short-term rentals (e.g., bike share services). The Mobility Hub would also provide an off-street space for Project employees and visitors to access passenger pick-up/drop-off zones, carpools, vanpools, shuttles, ride-share services, taxis, and other commercial and non-commercial vehicles, as well as the temporary parking of buses. In particular, the

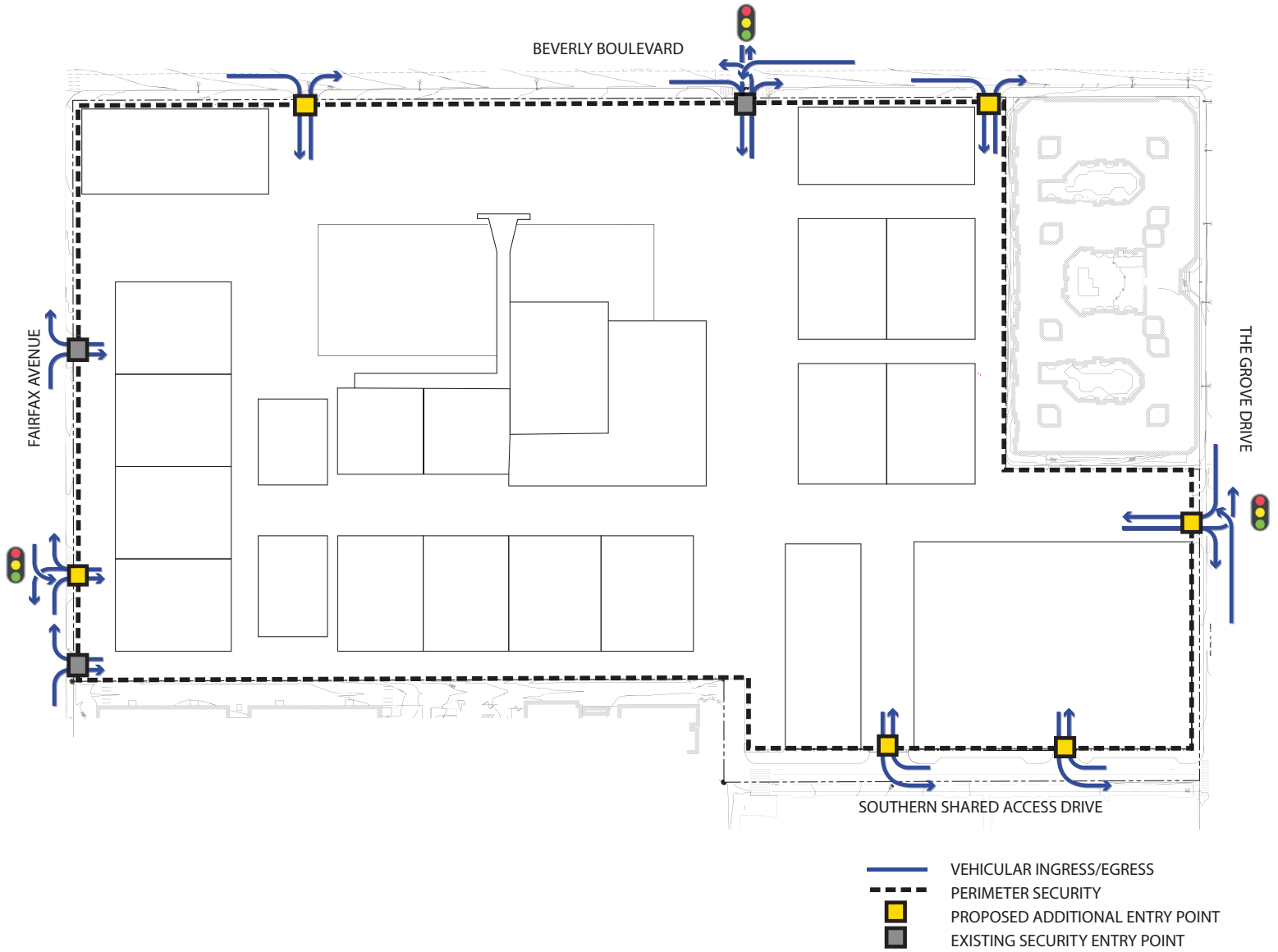



**Figure II-7**
Illustrative Vehicular Site Access

Source: RIOS, 2022.

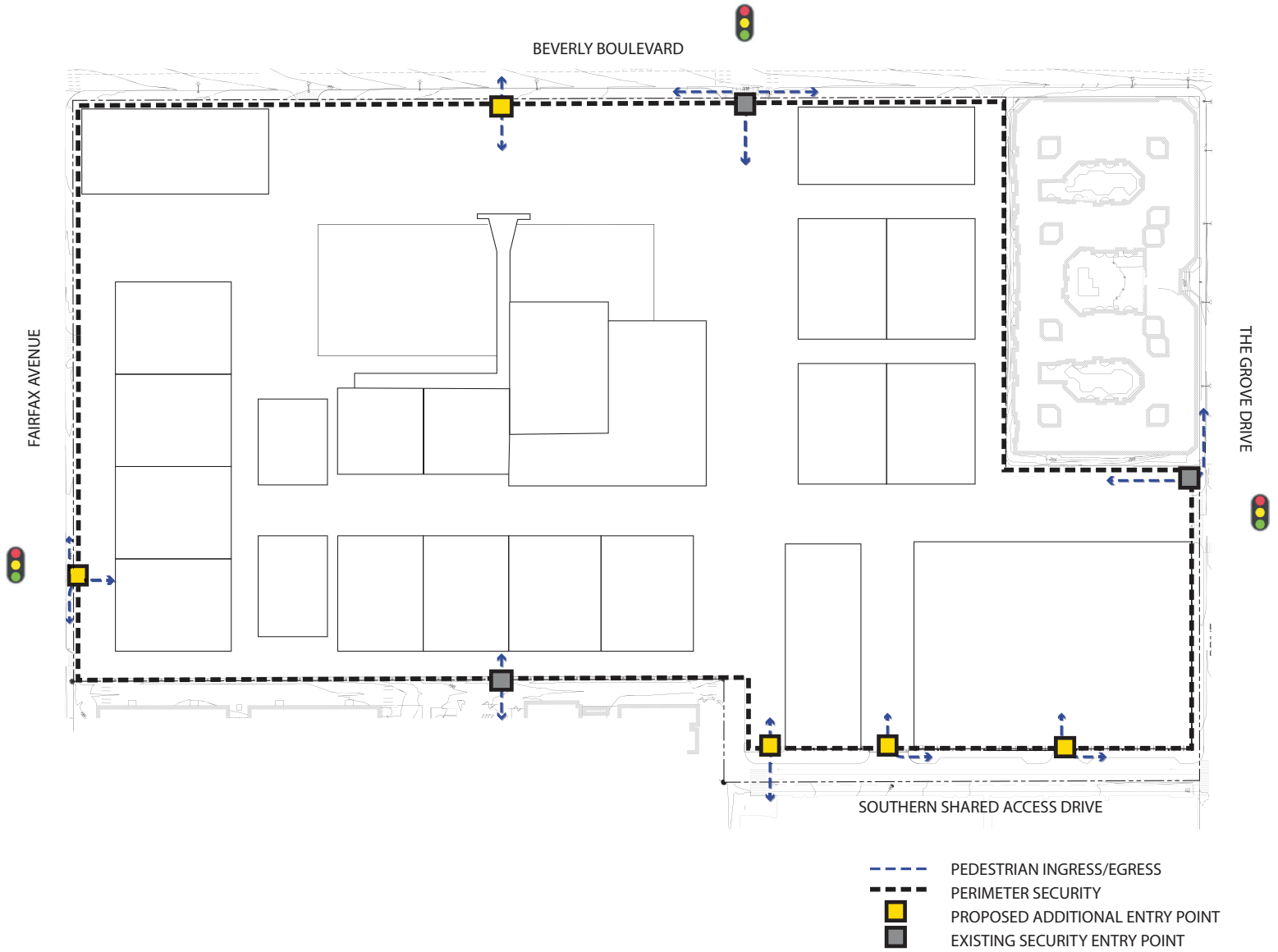



**Figure II-8**
Illustrative Pedestrian Site Access

Source: RIOS, 2022.

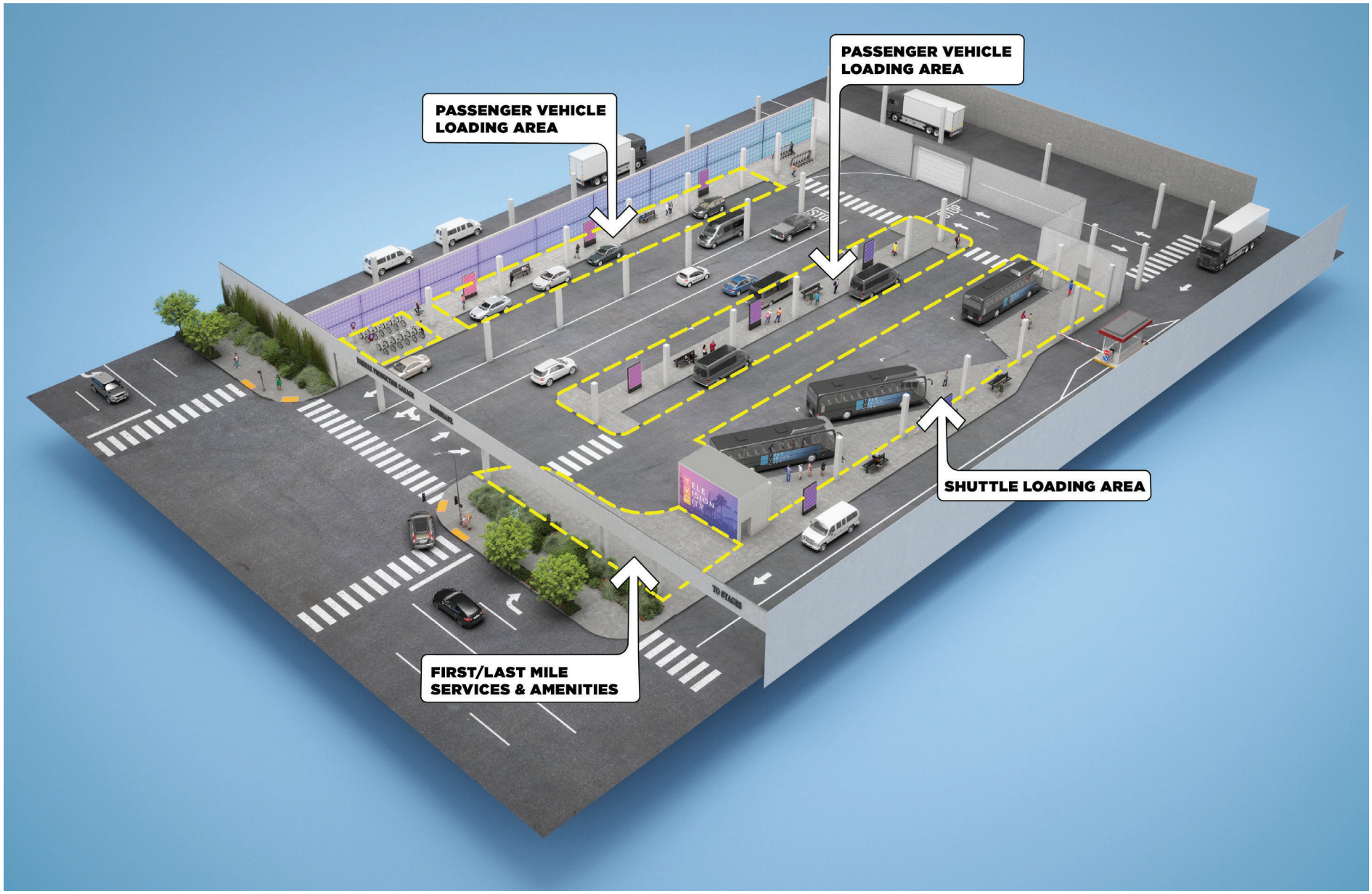



**Figure II-9**
Conceptual Mobility Hub

Source: RIOS, 2021

Mobility Hub would support shuttle service between the planned Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site, as well as future shuttle services connecting to other existing and/or future transit stations (e.g., the Metro B Line or Crenshaw North Extension). Furthermore, the Mobility Hub would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. Such amenities would include a transportation information center providing real-time transit information via digital bulletin boards, wayfinding information for nearby transit stops, and bicycle-related services such as valet service, repair stands, showers, and lockers. Additional services to be provided at the Mobility Hub are detailed in the proposed TDM Program set forth in Section IV.K, Transportation, of this Draft EIR.

The Specific Plan would establish parking requirements for each of the main land use categories (sound stages, production support, production office, general office, and retail uses), ranging from one to three parking spaces per 1,000 square feet of floor area, for a sitewide total of approximately 5,300 parking spaces. In the event that publicly accessible retail uses are ultimately developed on-site, separately demarcated parking areas would be provided for public use. Childcare, security stations, basecamp, and non-occupiable structures, such as sets/façades, kiosks, infrastructure-related facilities, and parking/entry facilities, would not require dedicated parking. Vehicles may be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the Specific Plan would set forth a process for the approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained. Additionally, parking may be located anywhere within the Project Site or off-site upon the submittal of an off-site parking agreement or covenant satisfactory to the Director of the Department of City Planning. Furthermore, temporary off-site parking due to displacement resulting from production filming and related activities may be provided, with shuttle service to the Project Site as needed. Lastly, existing uses and facilities may be maintained without changes in their respective existing parking requirements.

While the conceptual site plan illustrates specific parking locations, ultimately parking may be located throughout the Project Site, provided that the Specific Plan's requirements are met. Accordingly, parking may be provided in a combination of above-ground structures, subterranean structures, and/or surface spaces and may be designed to accommodate semi-automated or fully automated parking operations. In addition, parking may be provided on-site incrementally to meet the needs of individual buildings and uses the spaces would serve, as appropriate and feasible.

## g. Lighting and Signage

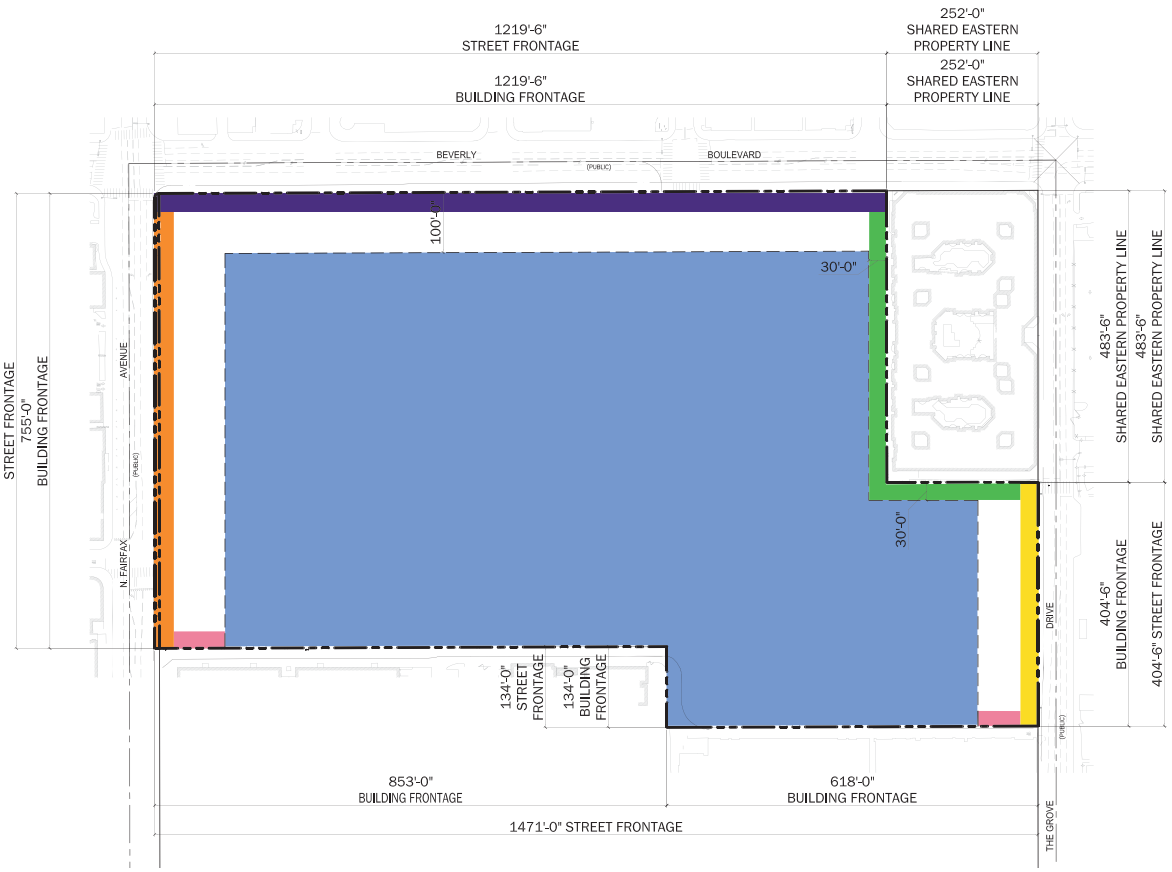
All lighting would comply with current energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward Project Site areas to minimize light

spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the Project Site perimeter, as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Glass in building façades would be selected for qualities such as low reflectivity to reduce glare; energy efficiency to limit solar heat gain; high visibility for adequate light transmission; and acoustic performance to reduce outside noise.

The proposed Sign District would set signage standards for the Project Site, consistent with the standards and goals of the Television City Historic Sign Guidelines for the Primary Studio Complex.[12] New signage would be compatible with the historic character of the Primary Studio Complex's original sign program in terms of placement, scale, color, illumination, and material. Project signage would be integrated with and complement the overall aesthetic character of on-site development and would be designed to enhance the entertainment character of the Project Site. The Sign District would regulate, among other things, the permitted number of on-site studio-related signs, sign type, sign height, location, and the maximum area of signage permitted along each Project Site edge. Fewer limitations would be placed on interior signs that generally are not visible from off-site, public rights-of-way, or any publicly accessible plaza adjacent to a public right-of-way, although a number of sign types would be prohibited throughout the Project Site, including off-site signs. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply. Project signage could include general ground-level and wayfinding pedestrian signage around the Project Site perimeter, marquee and monument signs, pillar and pole signs, banners, and other sign types such as on-site wall signs, internal digital on-site signage, murals, and studio graphics that are typical on production studios.

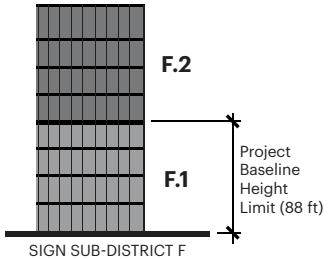
As shown in Figure II-10 on page II-32, the proposed Sign District would regulate signage along the Project Site perimeter, as well as interior signage. A total of approximately 31,375 square feet of signage is proposed around the Project Site perimeter, with the exception of the Shared Eastern Property Line in the northeast corner of the Project Site facing Broadcast Center Apartments, where signage would be limited to smaller identification, informational, and directional signs located no more than 15 feet above Project Grade. Unlimited signage could occur within the Project Site interior, defined as 100 feet from most Project Site edges and 30 feet from the Shared Eastern Property Line, subject to certain limitations.

[12] Architectural Resources Group, Television City Historic Sign Guidelines, June 5, 2020. Refer to Appendix C of this Draft EIR.




## LEGEND

| Sign Sub-District | Total Proposed Signage |
|---|---|
| A - Beverly Blvd | 6,100 Sq ft |
| B - Fairfax Ave | 11,325 Sq ft |
| C - Grove Dr. | 10,350 Sq ft |
| D - Southern Property Line | 3,600 Sq ft |
| E - Shared Eastern Property Line | See other limitations |
| F - Project Site Interior | See vertical sub-districts and other limitations |




SIGN SUB-DISTRICT F
VERTICAL SUB-DISTRICTS

**NOTE:** Signage plan for illustrative purposes only

0' 50' 100' 200'

**Figure II-10**
Proposed Signage Plan

Source: RIOS, 2021

## h. Project Site Security

Project security would be achieved through a combination of physical and operational strategies aimed at providing a secure and safe working studio environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier at the perimeter of the Project Site to maintain the necessary privacy for certain production activities and ensure pedestrian safety. In addition, points of entry would be secured by elements such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. Operational elements such as 24-hour security, employee and visitor badging, and visual surveillance would further enhance the security and safety of the studio.

## i. Sustainability Features

The Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code), pursuing U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)® Gold certification or equivalent green building standards. The Project represents an infill development located in close proximity to existing and proposed transit lines and would utilize existing infrastructure to service the proposed uses. The Project also involves the re-use of certain existing buildings and facilities. Both in compliance with and, in some cases, in exceedance of regulatory requirements, a number of specific sustainable design components would be incorporated into the Project, including, but not limited to: Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a TDM Program; the proposed Mobility Hub; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate. Such measures would address energy conservation, water conservation, and waste reduction and are further discussed throughout this Draft EIR.

## j. Anticipated Construction Schedule

Project buildout may occur in one phase, with a total construction period of approximately 32 months. Construction could begin as soon as 2023 and end as soon as 2026. However, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2043. In accordance with Los Angeles Municipal Code (LAMC) requirements, construction activities generally would be

permitted to occur Monday through Friday from 7:00 A.M. to 9:00 P.M. and between 8:00 A.M. and 6:00 P.M. on Saturday or national holidays, or outside of these hours if a temporary noise variance is approved by the Los Angeles Board of Police Commissioners. Earthwork activities necessary for construction would require an estimated 772,000 cubic yards of cut, potentially 50,000 cubic yards of imported fill and up to 772,000 cubic yards of export, with a maximum excavation depth of approximately 45 feet.[13] Hauling activities are anticipated to occur between the hours of 7:00 A.M. and 4:00 P.M. with approval from the Bureau of Engineering District Engineer as well as between 8:00 A.M. and 4:00 P.M. on Saturdays. Exported soil materials likely would be disposed of at United Rock Products Landfill in Irwindale via the Santa Monica Freeway (I-10) east to State Route 60 (SR-60) east to the San Gabriel River Freeway (I-605) north to Irwindale. Construction delivery/haul trucks would travel on approved truck routes between the Project Site and the Santa Monica Freeway (I-10) via the following optional routes:

**Option 1:** Empty trucks would travel westbound on I-10, exit at Washington Boulevard/Fairfax Avenue, turn right (north) on Fairfax Avenue and enter the Project Site from Fairfax Avenue (or continue north and make a right on Beverly Boulevard and then access the Project Site from Beverly Boulevard). Loaded trucks would exit the Project Site from Beverly Boulevard heading west and then turn left on Fairfax Avenue heading south, turn left on Washington Boulevard, and enter eastbound I-10.[14]

**Option 2:** Empty trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on San Vicente Boulevard, turn right (north) on Fairfax Avenue and enter the Project Site from Fairfax Avenue (or continue north and make a right turn on to Beverly Boulevard to access the Project Site from Beverly Boulevard). Loaded trucks would exit the Project Site from Beverly Boulevard heading west and then turn left on Fairfax Avenue heading south on Fairfax Avenue heading south, turn left on San Vicente Boulevard (east), turn right (south) on La Brea Avenue, and enter eastbound I-10.[15]

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13 All earthwork volumes include estimates for both rough grading and overexcavation.

14 Within this optional haul route, LADOT recommended that empty trucks travel westbound on I-10, exit at Washington Boulevard/Fairfax Avenue, turn right (north) on Fairfax Avenue, and turn right (east) to enter the Project Site from Fairfax Avenue (or continue north and make a right (east) on Beverly Boulevard and then access the Project Site from Beverly Boulevard at the Genesee Avenue signal). Loaded trucks would exit from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left (south) on Fairfax Avenue, turn left (east) on Washington Boulevard, turn right to enter eastbound I-10,

15 Within this optional haul route, LADOT recommended that empty trucks travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on San Vicente Boulevard, turn right (north) on Fairfax Avenue and enter the Project Site from Fairfax Avenue (or continue north and make a right turn on to Beverly Boulevard to access the Project Site from Beverly Boulevard at the Genesee Avenue signal). Loaded trucks would exit from Beverly Boulevard (at the Genesee Avenue signal) heading west

*(Footnote continued on next page)*

**Option 3:** Empty trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (heading north) on La Brea Avenue, turn left (heading west) on Beverly Boulevard and enter the site from Beverly Boulevard. Loaded trucks would exit the Project Site on Fairfax Avenue heading north, turn right on Beverly Boulevard (east) (or exit the Project Site via a right turn on Beverly Boulevard heading east), turn right (heading south) on La Brea Avenue, and enter eastbound I-10.[16]

Any hazardous soil materials would be exported to Buttonwillow Landfill in Kern County using the same local roadways, as follows: loaded trucks would travel Beverly Boulevard west to Fairfax Avenue south to Washington Boulevard east to I-10 west to I-405 north to I-5 north to Route 58 west to Lokern Road under Option 1; Beverly Boulevard west to Fairfax Avenue south to San Vicente Boulevard east to La Brea Avenue south to I-10 west to I-405 north to I-5 north to Route 58 west to Lokern Road under Option 2; or Fairfax Avenue north to Beverly Boulevard east to La Brea Avenue (or Beverly Boulevard east to La Brea Avenue) south to I-10 west to I-405 north to I-5 north to Route 58 west to Lokern Road under Option 3. In addition, the Project includes two potential off-site truck staging areas located within the City on the north side of Venice Boulevard, west of Guthrie Avenue and on the north side of Venice Boulevard, east of Normandie Avenue.[17]

# 6. Requested Permits and Approvals

The City of Los Angeles has the principal responsibility for approving the Project. The list below includes the anticipated requests for approval of the Project. The EIR will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Annexation of the 0.63-acre portion of the Project Site located within unincorporated Los Angeles County into the City of Los Angeles, including:

and then turn left (south) on Fairfax Avenue, turn left (east) on San Vicente Boulevard, turn right (south) on La Brea Avenue, turn right to enter eastbound I-10, and continue on eastbound I-10.

16 Within this optional haul route, LADOT recommended that empty trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on Beverly Boulevard, and enter the site from Beverly Boulevard at the Genesee Avenue signal. Loaded trucks would exit on Fairfax Avenue heading north, turn right (east) on Beverly Boulevard (or exit the Project Site via a right turn on Beverly Boulevard at the Genesee Avenue signal heading east), turn right (south) on La Brea Avenue, turn right to enter eastbound I-10, and continue on eastbound I-10.

17 The haul truck staging areas would be located near the I-10 freeway in order to efficiently coordinate haul truck traffic flow.

  - A General Plan Amendment and Zone Change to pre-zone the County land, as required under the laws governing annexation (this action would be included in the General Plan Amendment and Zone Change described below); and

  - Related applications to the Local Agency Formation Commission.

- Pursuant to LAMC Section 11.5.6, a General Plan Amendment to: change the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Regional Center Commercial land use designation; assign a Regional Center Commercial land use designation to an approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed to the City of Los Angeles; and allow the TVC zone as a corresponding zone to the Regional Center Commercial designation.

- Pursuant to LAMC Section 12.32, a Vesting Zone Change from the existing C1.5-2D-O and C2-1-O zones to the TVC 2050 Specific Plan Zone (TVC zone), and to assign the TVC zone to an approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed to the City of Los Angeles.

- Pursuant to LAMC Sections 13.11, the establishment of a "SN" Sign District.

- Pursuant to LAMC Section 11.5.7, adoption of the TVC 2050 Specific Plan to provide regulatory controls and the systematic execution of the General Plan within the TVC 2050 Specific Plan geographic area.

- Pursuant to California Government Code Sections 65864 through 65869.5, a Development Agreement between the Developer and the City of Los Angeles for a term of 20 years.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map to permit the merger and resubdivision of land and a haul route for the import/export of greater than 1,000 cubic yards of earth materials.

- Other discretionary and ministerial permits that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

# 7. Responsible Public Agencies

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency.[18] The following responsible agency has been identified for the Project:

- Local Agency Formation Commission (LAFCO) for the County of Los Angeles.

[18] CEQA Guidelines Section 15381.